§ 167.1332 In the Strait of Georgia.

In the Strait of Georgia, the following are established:

(a) Precautionary area ''GS,'' which is bounded by a line connecting the following geographical positions:

Latitude	*Longitude*
48°52.30′ N	123°07.44′ W
48°54.81′ N	123°03.66′ W
48°49.49′ N	122°54.24′ W
48°47.93′ N	122°57.12′ W
48°47.78′ N	122°59.12′ W
48°48.19′ N	123°00.84′ W
48°52.30′ N	123°07.44′ W

(b) A separation zone bounded by a line connecting the following geographical positions:

Latitude	*Longitude*
48°53.89′ N	123°05.04′ W
48°56.82′ N	123°10.08′ W
48°56.30′ N	123°10.80′ W
48°53.39′ N	123°05.70′ W

(c) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

Latitude	*Longitude*
48°54.81′ N	123°03.66′ W
48°57.68′ N	123°08.76′ W

(d) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

Latitude	*Longitude*
48°55.34′ N	123°12.30′ W
48°52.30′ N	123°07.44′ W

(e) Precautionary area ''PR,'' which is bounded by a line connecting the following geographical positions:

Latitude	*Longitude*
48°55.34′ N	123°12.30′ W
48°57.68′ N	123°08.76′ W
49°02.20′ N	123°16.28′ W
49°00.00′ N	123°19.69′ W

(f) A separation zone bounded by a line connecting the following geographical positions:

Latitude	*Longitude*
49°01.39′ N	123°17.53′ W
49°03.84′ N	123°21.30′ W
49°03.24′ N	123°22.41′ W
49°00.75′ N	123°18.52′ W

(g) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

Latitude	*Longitude*
49°02.20′ N	123°16.28′ W
49°04.52′ N	123°20.04′ W

(h) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

Latitude	*Longitude*
49°02.51′ N	123°23.76′ W
49°00.00′ N	123°19.69′ W

[USCG–2002–12702, 75 FR 70830, Nov. 19, 2010]

§ 167.1700 In Prince William Sound: General.

The Prince William Sound Traffic Separation Scheme consists of four parts: Prince William Sound Traffic Separation Scheme, Valdez Arm Traffic Separation Scheme, and two precautionary areas. These parts are described in §§ 167.1701 through 167.1703. The geographic coordinates in §§ 167.1701 through 167.1703 are defined using North American Datum 1983 (NAD 83).

[USCG–2001–10254, 67 FR 53743, Aug. 19, 2002]

§ 167.1701 In Prince William Sound: Precautionary areas.

(a) *Cape Hinchinbrook.* A precautionary area is established and is bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°20.59′ N	146°48.18′ W
60°12.67′ N	146°40.43′ W
60°11.01′ N	146°28.65′ W
60°05.47′ N	146°00.01′ W
60°00.81′ N	146°03.53′ W
60°05.44′ N	146°27.58′ W
59°51.80′ N	146°37.51′ W
59°53.52′ N	146°46.84′ W
60°07.76′ N	146°36.24′ W
60°11.51′ N	146°46.64′ W
60°20.60′ N	146°54.31′ W

(b) *Bligh Reef.* A precautionary area is established of radius 1.5 miles centered at geographical position 60°49.63′ N, 147°01.33′ W.

(c) *Pilot boarding area.* A pilot boarding area located near the center of the

Bligh Reef precautionary area is established. Regulations for vessels operating in these areas are in §165.1109(d) of this chapter.

[USCG–2001–10254, 67 FR 53743, Aug. 19, 2002]

§167.1702 In Prince William Sound: Prince William Sound Traffic Separation Scheme.

The Prince William Sound Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°20.77′ N	146°52.31′ W
60°48.12′ N	147°01.78′ W
60°48.29′ N	146°59.77′ W
60°20.93′ N	146°50.32′ W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°20.59′ N	146°48.18′ W
60°49.49′ N	146°58.19′ W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.10′ N	147°04.19′ W
60°20.60′ N	146°54.31′ W

[USCG–2001–10254, 67 FR 53743, Aug. 19, 2002]

§167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.

The Valdez Arm Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°51.08′ N	147°00.33′ W
60°58.60′ N	146°48.10′ W
60°58.30′ N	146°47.10′ W
60°50.45′ N	146°58.75′ W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.39′ N	146°58.19′ W
60°58.04′ N	146°46.52′ W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°58.93′ N	146°48.86′ W
60°50.61′ N	147°03.60′ W

[USCG–2001–10254, 67 FR 53743, Aug. 19, 2002]

PART 168—ESCORT REQUIREMENTS FOR CERTAIN TANKERS

Sec.

AUTHORITY: Section 4116(c), Pub. L. 101–380, 104 Stat. 520 (46 U.S.C. 3703 note); Department of Homeland Security Delegation No. 170.1, para. 2(82).

SOURCE: CGD 91–202, 59 FR 42968, Aug. 19, 1994, unless otherwise noted.

§168.01 Purpose.

(a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101–380). The regulations will reduce the risk of oil spills from laden, single hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels. The escort vessels will be immediately available to influence the tankers' speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.

(b) The regulations in this part establish minimum escort vessel requirements. Nothing in these regulations should be construed as relieving the master of a tanker from the duty to operate the vessel in a safe and prudent manner, taking into account the navigational constraints of the waterways